

## FOUR RETARDS ROAD CAMPAIGN

Auto Club Hopes to Further Work of Eliminating Choppawamsic Swamp.

While the business suspension that usually accompanies the "Fourth" holiday season somewhat retarded the growth of the Choppawamsic Swamp road fund, its progress did not receive a serious setback, and a steady upward climb is recorded for the past week, according to a statement issued by officials of the A. A. District of Columbia Club, under whose auspices the fund is being conducted.

Only 45 individuals and firms contributed during the past week, a small number compared with the 100 contributors recorded for the previous week, but this has not had any apparent dampening effect on the ardor of the fund committee, which proposes to continue its efforts with added zeal and push the construction of the Washington-Richmond highway to an early completion.

According to Dr. C. Hart Merriam, chairman of the fund committee, procrastination is the primary cause of the slowness of the fund's growth. Dr. Merriam expressed himself as firmly convinced that every Washingtonian who operates a motor car would gladly contribute \$2 toward the creation of a new touring ground for his pleasure if he were not met face to face and the subject broached.

### Plan to Win Merchants.

J. Harry Cunningham and F. S. Hardesty, members of the fund committee, are evolving a plan to be used in winning the support of the Washington merchants who are destined to benefit financially through the road's construction, which should bring from 20,000 to 30,000 additional visitors into the National Capital annually. Touring Director Ferguson, of the A. A. A., is making frequent trips along the highway to watch the progress of the construction work.

Director Ferguson states the surveys have completed their work in the swampland section of the road, and that rapid progress is being made with the work now in effect between the Potomac and the Lorton Railway Station. Completion of this latter stretch is not more than ten days off, Mr. Ferguson states. The repair of this break opens the Washington-Richmond highway to the automobile, and without the maximum of discomfort.

Commenting on the task which his organization has undertaken to perform, Judge Martin A. Knapp, president of the District Club, said:

"I sincerely trust that all Washingtonians interested in seeing the completion of a fine motor highway between Washington and Richmond, and there are few who are not either directly or indirectly interested, will quickly realize the importance of the club's propaganda and rally to its support without delay, so that the entire highway can be thrown open to the traffic of the summer."

### Westerners Know Swamp.

A. G. Batchelder, executive chairman of the A. A. A., who recently returned from an extended Western trip, which included a visit to many A. A. clubs, says the disrepute of the Choppawamsic Swamp has spread to distant parts of the country, and that his trip was an important part in the making of Eastern motor itineraries.

"If Washington merchants could know the hard facts affecting their interests as our organization knows them," said Mr. Batchelder, "repair of the Washington-Richmond highway would be brought about with the least possible delay."

Last week's contributions were as follows:

Isaac T. Mann, F. William Loetsch, Mrs. W. A. Slater, H. M. Packard, John S. Lacombe, Dr. W. K. Butler, Truman R. Daw, George Otis Smith, Dr. John W. Mitchell, Charles H. Korta, Eugene E. Allen, E. Lee Jones, A. W. Bittens, E. B. Hallfield, M. T. Benitez, Mrs. James McMillan, Thomas W. Lockwood, Jr., Commander I. S. K. Reeves, United States navy, Philip S. Smith, E. L. Hutchinson, Paul T. Truxton, Charles H. Boston, Edward F. Siedam, A. J. Schipper, H. E. Gregg, S. Stokes, C. B. Rafter, James S. Harlan, Mrs. H. W. Fitch, W. G. Hill, Walton Moore, John W. Foster, John Dolph, Dr. J. H. McKay, J. Simpson, D. A. Skinner, H. C. Roberts, Robert S. Woodward, the Commercial Garage, Judge Knapp, Arthur Forsaker, L. P. Stewart, H. B. De Groot, Charles L. Fitzhugh, Franklin P. Wilson and N. B. Scott.

## WHEN WILL AUTOMOBILE PRODUCTION HIT LIMIT?

Query Interests Motor World—Some Say Plants Then Will Be Devoted to Aero Making.

Optimistic though they be and ready to look on the bright side, the car makers believe that every big automobile factory of America will go on and on making automobiles up to the present-day production records.

Somewhere there is a limit to production. At some time in the future every man, woman and child able to own and handle a car is going to have one. The question is when.

When the motor car manufacturing business was created the bicycle business, the carriage business and the cash register and adding machine business gave big men to the new industry. To what business will the great army of automobile men go?

There is the commercial vehicle greater heights. There is the motor tractor business, which is taking the farm, as has the pleasure car taken the horse to such an extent from the city streets.

But there are students coming up in the automobile world, who are the great men of today who started at the bottom and worked up, must find an outlet for the talents and some business of the magnitude of cycling when at its height or of motoring at the present time and also in the future, must absorb this added talent and much of the old.

Perhaps it will be the aeroplane field that will be the big one. The auto man. Automobiles are becoming so thick on city streets and country roads that relief must come for the modern motor user in the air, some hold, and as aeroplanes are perfected the manufacturers of these will require the motor car interests and take space in factories now utilized in constructing the more prosaic motor driven vehicle to travel over the land.

Reduced to a per diem basis, the war has cost France 30 cents daily for each inhabitant.

## BRITISH NO SHIRKING SHARE IN WAR, ASSETS BALDERSTON

Army Too Weak, Navy's Job Too Big, Declares Military Writer in Analyzing Situation in England and in the Trenches.

By JOHN L. BALDERSTON.  
London, June 18.—"Everybody's fighting but the British," runs the refrain of a song written by disgruntled soldiers of the allies in America, and there can be no doubt that the line expresses a feeling widespread not only in the United States, but in other neutral countries and in Russia and France. With this feeling before me, I listened to the story of a Yorkshireman, above military age, who had four sons, the two younger 17 and 14 years old when the war began. The eldest son was killed at Ypres, the second at Gallipoli. The third joined a training corps, and entered the army on his 18th birthday, and was killed in Mesopotamia, while the fourth, a midshipman on the cruiser *Black Prince*, went down in the naval battle last month. The father, before the news of the death of his last boy reached him, himself volunteered and hopes to get to the front.

In an interesting case, it will be said, perhaps, but only yesterday a member of Parliament who is known as a student of American history assured me that the casualty lists of this country for less than two years of war show that Great Britain has paid almost as high a price in blood as four years of civil war cost the North. Before this summer is over, the record of the North will have been passed. Unfortunately, the British no longer permit the publication of their total losses, but I have no doubt the figures of my informant are correct.

### British Not Shirking.

In this article I purpose to show that Britain is not "shirking," to explain her part in the war and show how her efforts are the main prop of her allies. Feeling against the United States is very bitter here, and it is difficult to see how it could be otherwise. The fact is, however, that feeling is probably due to inability to understand the American people; and it will not make for better feeling and friendship after the war if the American people return the compliment of being found misunderstanding the British. I am not a British apologist, and have been savagely criticized and even threatened for criticizing British blunders and making public unpleasant facts in the past, nor is this recital to be read as "British propaganda," for some of the facts cited in defense of Britain would cause as much irritation here as the publication of the unfounded charge that the empire is "letting Germany do battle," planning to profit by the economic exhaustion of its allies as well as its enemies.

The best way to cover the ground will be to meet the answer one by one. The current criticism and taunts. What is Britain's five million soldiers doing? Why does the British army in France sit still while the very lifeblood of France is being sucked in the frightful Verdun struggle? Why, when the British do fight battles, do they always lose? Since the British navy is more than twice as strong as Germany's, and since it is backed up by the French and Italian navies, why doesn't it go in and smash the Kaiser's ships and bombard his ports? If the British haven't enough guns and shells after all this time to attack on land successfully, why haven't they, since they have all the world to draw on and the empire is bloated with munitions, been planning to profit by the economic exhaustion of its allies as well as its enemies. To their allies were the same as providing men, when it is really a safe form of investment? I do not think the author of the Hymn of Hate would claim that this paragraph exhibits a ridiculous Albion in too favorable a light. Now for the answers.

### Answer Number One.

"Why don't the famous 5,000,000 soldiers do something?" Because if they tried attacking at present they'd get licked. A brutal answer, but I think a true one. The British army is made up of amateurs learning their job, and it is as simple as that. The organization which has been getting ready for the present struggle for forty years. There are nothing like 5,000,000 British soldiers at the front, the empire is maintaining eighty-six divisions of infantry, which are at 20,000 men a division about 1,700,000 soldiers, of whom not much more than 1,200,000 can be ranked as combatants. It is betraying to military secret to say that not more than sixty of these divisions are facing the enemy in the half a dozen theaters of war where British troops are stationed. The remainder of the "five million" are held in reserve to fill the gaps, under Lord Kitchener's scheme to keep the army in the field at full strength for two years more until the German units are skeletons and a deciding blow can be struck against the weakened enemy.

Persons who know these things still argue that Sir Douglas Haig should attack with all his might and endeavor to relieve the pressure on Verdun, whether he gets beaten or not. To do so would be chivalrous, but it is absolutely necessary to prevent the army from being overthrown with the incalculable moral consequences this might have, it would not be war. Military men have told me that one of the great aims of the German is to force the British into a premature offensive, and it is possible that the allies will choose to sacrifice Verdun rather than be coaxed into a general attack at this time. My own opinion is that the British front with British reserves at the front makes it impossible to go into the question thoroughly without delaying this article by sending it to headquarters for approval, but speaking generally, the British are playing a game, not its own game, but the game of the allies, and it is under the orders not of Gen. Sir Douglas Haig, but of Gen. Joffre.

Published army orders have shown that the British offered to attack when the blow fell upon Verdun, and that they still holds. Gen. Joffre, instead, asked them to relieve one of the best French armies by taking over a French sector between Loos and the Somme, and this was done. From the strategic standpoint, all the allied fronts are one: if the Germans choose to strike hard at the French and mass thirty-five of their best divisions in the line, the British are expected to the British to shatter the German impregnable defenses and so destroy the flower of the British army and impair the hope of victory under more favorable conditions, why should the British play the German game and do it?

"Why are the British short of munitions in comparison with their enemies?" This question is a difficult one. I do not know all the facts about output and cannot print as much as I have learned, but it must be admitted that not only British, but all the allies have shown up very poorly in the munitions struggle alongside the central powers. Nevertheless, 4,000,000 men and women are working in these islands night and day on guns, shells and supplies; the successful Russian offensive against Austria was largely made possible by the work of the British; when the Austrians blew up upon Italy it was to England's

Italians turned, crying for guns which they had not provided for themselves. They got them. There has been no lack of trouble in England, and there have apparently been none in Germany, but the incredible amount of work that is being done here makes it utterly unfair to compare the superhuman efforts of the Teuton with the less remarkable but still unprecedented labors of the British workman, and then call the latter a shirker.

### Germans More Efficient.

The real difference in efficiency, I think, lies in superior organization and better brain work at the top. The German business organization in the last two decades proves immeasurably superior to the British. The British themselves were the first to admit, and that superiority has simply been maintained during the two years of war.

Let the American consider his feelings. He works three to four hours overtime every day and Sundays as well, if all the safeguards and concessions he had won from his employers in struggles lasting years were abolished, his workshop would be a scene of confusion and unskilled labor, male and female, receiving the same wages as himself, and if, on top of all that, he were ordered to work long hours on Labor Day, and on the day after the 4th of July, and on the day after the 10th of July, and on the day after the 14th of July, and on the day after the 17th of July, and on the day after the 20th of July, and on the day after the 23rd of July, and on the day after the 26th of July, and on the day after the 29th of July, and on the day after the 31st of July, and on the day after the 3rd of August, and on the day after the 6th of August, and on the day after the 9th of August, and on the day after the 12th of August, and on the day after the 15th of August, and on the day after the 18th of August, and on the day after the 21st of 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